

WOCRAWFORD'S

Friday.
We close to-morrow at 1 o'clock;
so you had better be down early in
the day and buy your Sunday things
before closing-up time!!

Do you know Crawford's is by
far the busiest store in town? And
it ought to be, seeing the way he is
giving his summer goods away!!
He has got to do so, or he won't
have room for his big Fall stock,
now on the way!! Crawford has
fifteen men at present in the East,
more a-going, and many have re-
turned!! The silk man is now on
the briny deep!! He telegraphed,
"I am loaded," and explained it
later by a letter, saying the "An-
choria" was laden up with his new
Fall stock of Silks, Plushes, Vel-
vets, etc., etc. These goods, as all
others, Crawford handles only on
the ground floor.

Meantime all kinds of summer
goods must go. We have no room
for them.

Parasols at your own price.
Lawn Suits at your own price.
Fans at your own price.
In fact, your own price on all
summer goods at the Great World's
Mart of

D. CRAWFORD & CO.

SCHOOLS AND COLLEGES.

Washington University

Undergraduate Department
(College and Polytechnic School).
Open Thursday, September 15.

Smith Academy,
Open Thursday, September 16.

Manual Training School,
Open Monday, September 12.

Mary Institute,
Open Monday, September 19.

School of Fine Arts,
Open Monday, October 2.

Law School,
Open Wednesday, October 12.

For full particulars send for Catalogue to

GEO. M. BARTLEY, Secretary,
1704 Washington Ave.

JONES'

COMMERCIAL COLLEGE.
Short-hand, Type-writing and Telegraphy School
and English Academy. This old and permanent
established institution is known throughout the
United States as one of the best and most reliable
schools of its kind in the United States. The course
of instruction is complete and practical, and the
graduates are successful in obtaining employment.
The forty-second annual fall term of day and night
classes begins Monday, September 12. For full
particulars call at the College office, or send for
Circulars to

307, 309 and 311 N. Broadway, St. Louis, Mo.

Beethoven Conservatory!

Largest music school in the West. Established
1871 in the city of St. Louis, at 1809 Olive St.
The conservatory is under the personal supervision
of the late Beethoven, who was a native of
Germany. The school is open Monday, September 12.
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JACKSONVILLE FEMALE ACADEMY

Preparatory, Collegiate and Post-graduate Courses
in English, Latin, French, German, Italian, Spanish,
and all the modern languages. The school is open
Monday, September 12. For full particulars call
at the College office, or send for Circulars to

307, 309 and 311 N. Broadway, St. Louis, Mo.

Bryant's Station

BUSINESS, SHORT-HAND AND ENGLISH TRAINING
SCHOOL. OPEN DAY AND NIGHT. This is
one of the largest, best equipped and most successful
schools of its kind in the United States. The course
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Lindenwood College

ST. CHARLES, MO.
Sixth year will open September 21. Advantages
superior in the West. Early application necessary.
Secure rooms. For catalogue, etc., address
REV. GEORGE H. BROWN, D. D., President,
Lindenwood College, St. Charles, Mo.

SPARKS

TRADE MARK
PERFECT HEALTH
CURE

My father, Mr. Chris. Peters, of 1420 Montrose st.,
a terrible sufferer with his kidneys; after trying
every remedy, he was cured by using Sparks' Kidney
Cure. He writes: "I have been cured of my
kidney trouble, and I feel like a new man."
This is a true story, and it is a great relief
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LATEST EDITION

BURNED AT SEA.

Destruction of the Inman Line Steamer City of Montreal.

Seven of the Passengers and Six Sailors Lost.

A Fire Starts in the Cotton Stored on Board
on the Night of the 10th Inst.—The
Steamer Bound From New York for
Liverpool, With 400 Passengers—Rescue
of the Passengers and Crew by a British
Steamer—Accident to the Steamer Trave
—Many Passengers Injured.

LONDON, August 19.—The Inman Line steam-
er City of Montreal has been destroyed by fire
at sea. Her passengers were saved. The City
of Montreal left New York August 6 for Liver-
pool. She was commanded by Capt. J. B. Mac-
donald. The news of the burning of the
City of Montreal was learned upon the arrival
at Queenstown this morning of the British
steamer York City, Capt. Benn, which
left Baltimore August 4 for London. The
steamer rescued the passengers and crew from
the burning vessel and brought them to
Queenstown.

THIRTEEN LIVES LOST.
It is learned that thirteen persons perished
by the burning of the City of Montreal.
MANY PASSENGERS ON BOARD.
The destruction of the steamer City of Mon-
treal occurred on the 11th inst., five days
after she left New York. A boat containing
six passengers and seven members of the crew
is missing. The occupants of this boat are
thirteen persons reported to have perished.
She had 420 passengers on board.

THE MISSING BOAT.
The passengers and crew of the City of Mon-
treal were taken off the York City by the tug
Mount Etna and landed at Queenstown. They
were accounted for except the thirteen persons
in the missing boat. It is learned that shortly
after the passengers had gone to bed on the
night of the 10th, the ship being in latitude 43
north at five, they were aroused by an alarm
of fire.

A SCENE OF CONSTERNATION
ensued, and the passengers were greatly ter-
rified when they found out the true state of
affairs. The smoke caused by the fire was suf-
focating. The passengers dressed and got on
deck as quickly as possible, and with their
appearance of panic.

ORIGIN OF THE FIRE.
The fire originated in the cotton stored in
the after main hold. Nine streams of water
were soon working on the flames, and the
course of the vessel was shaped toward New-
foundland, 400 miles distant. The flames
spread with great rapidity, and soon had
burst out with terrific force through the mid-
way and after hatches, the heat being intense.
It became evident that it was impossible to
save the ship, and a momentary panic ensued.

FATAL DISORDER.
The boats were lowered and passengers and
crew got into them. The boats soon settled
down and the passengers were calmed. This
contained two stewards, two seamen
and seven passengers, and there is but
little doubt that the whole boat-load
perished. The boat did not contain a full
crew, and the City of Montreal against the
Captain's orders, as there was time to take
many more in it. The other survivors con-
sider the fate of the occupants of the lost
boat as a judgment for their cowardice.

A bark was sighted shortly after the boats
left the steamer, and her crew were preparing
to pick up the survivors, when the steamer
York City, attracted by the flames from the
burning vessel, which were shooting up a
hundred feet in the air, bore down and with
difficulty took all hands on board.

DEATHS OFFICERS AND SEAMEN.
The rescued people were treated with the
utmost kindness by the captain and crew of
the York City, and the passengers speak of
much feeling of the consideration which was
accorded to them. The York City proceeded
to London after landing the City of Montreal's
passengers and crew at Queenstown. The
survivors are unanimous in declaring that the
officers and crew of the City of Montreal did
their duty nobly and skillfully.

THE MISSING.
The following are the names of those in the
missing boat:

PASSENGERS.
SAMUEL KAPPAHN.
GEORGE ARNOLD.
SAMUEL MCKEE.
EDWARD WOOLTON.
STEPHEN TUPPER.
SIMON ROTELL.
S. KATZEL.

CREW.
HENRY FRASER.
CHARLES READ.
WILLIAM FRANNY.
PATRICK HUGHES, trimmer.
CHARLES SMITH, interpreter.
THOMAS WILKINSON, steward.

LEAVING THE SHIP.
The boats were eight in number, and con-
sisted of four lifeboats and four pinnaces.
These were launched and stocked with pro-
visions. The flames spread with great force,
and the efforts to quench them were
soon found futile. At 8 o'clock
in the morning the passengers
were marshaled on deck preparatory
to entering the boats. Many of them were
weeping, but on the whole they were quiet
and orderly. The family groups presented a
sight pitiful to see as they huddled together
in fear and trembling. There was a heavy sea
running and it was with great difficulty that
the boats were kept from being smashed.

THE CREW WORKED BRAVELY.
The crew worked bravely and the
boats in a comparatively short time. How
the boats floated with their heavy loads is a
miracle. As the last boat was putting off
from the ship several of the pas-
sengers and crew were seen afloat.
They had been overlooked and were stream-
ing to the boats to return. They were subse-
quently rescued, half dead from the
effects of the smoke and heat. The smoke of a

MAINED AND MANGLED.

A FRIGHTFUL DISASTER DURING A SHAM BATTLE AT ENFIELD, ILL.

Premature Discharge of Two Large Cannons —Two Men Fatally Injured and Four Horribly Mangled—Disastrous Runaway of Two Locomotives—A Brakeman Killed —Casualties.

By Telegram to the Post-Dispatch.
ENFIELD, Ill., August 19.—About 9 o'clock
this morning two terrible accidents happened
on the grounds where the Eighty-seventh
Illinois Regiment are soldiers of White and
Hamilton Companies are holding their reunion.
During the sham battle a cannon was prema-
turely discharged and the right arm of James
Brockett was blown off at the elbow. He is
from Cairo, Ill. and was on his way to St. Louis
by train, almost at the same time, another and
larger cannon was prematurely discharged and
the ramrod blown out. The right thumb
of Robert Johnson was blown off. He is of this
place.

GABE SULLINGER.
McLeansboro had both arms blown off, the
left one nearly to the shoulder, the right one
to the wrist, and the elbow broken. The flesh
of the poor fellow's arms dangled in threads.
He was also badly burned about the face and
body. His recovery is almost impossible.

WILLIAM DANIELS of Carmi had both hands
badly hurt.

EMANUEL BERRY of Carmi was knocked
down and badly injured. His face and
body badly burned and the flesh lacerated.

The town is in a state of excitement. The ac-
cident and terrible sufferings of the poor fel-
lows causing a gloom over this, the closing
day of the otherwise successful re-union.

The accident at the soldiers' reunion at En-
field to-day was the most terrible affair of
the kind in the history of our country.
Sullinger of McLeansboro, the man who had
both arms blown off, was a most noble
and sickening sight. A large splinter
entered his abdomen and protruded from his
left side with both arms off, the bones of
which also protruded several inches and
the flesh hanging from stumps. His face
and eyes were burned and blood-begrimed.
He arose from the ground and walked over a
hundred yards.

THE SECOND HORROR.
Brockett, at the other gun, was running the
load in when the gun went off and the
ramrod was blown out, carrying the
man's right arm with it. Will Daniels, at the
same gun, had both of his hands burned while
ramming. Brockett's fingers and fragments
of his arm were afterwards found.

SCATTERED OVER THE GROUND.
Robert Johnson, who was at the gun
when Sullinger was hurt, had
his right arm blown off, and was
thumbing. Reeder was out in a terrible man-
ner about the body and face, but
will recover. There is no hope
for Sullinger, and his family was
despatched for a train to St. Louis.
He drove the surgeon's wagon in the
Eighty-seventh Illinois Infantry.

MANNY BERRY,
who was dangerously injured at the gun, was
blown down, feet, and arms, and escape
is miraculous. His condition is
considered precarious. The accident was
caused by the failure to swab out the cannons.
It proves beyond controversy the foolishness
of sham battles and is one of the many ter-
rible results of this folly.

THE CHATSWORTH DISASTER.

Progress of the Investigation by the Railroad
Commissioners.

PEORIA, Ill., August 19.—No important evi-
dence was presented to the commission in-
quiring into the Chatsworth railroad disaster
by the citizens of Peoria.

David G. Sutherland, the engineer of the
first engine, was recalled. When he first saw
the light of the bridge, he was about
300 feet distant, and the fire seemed to be on
the right or south side of the track. With a
good headlight he could see the track two
miles ahead on a dark night. If the
track were level, it was only a question of
miles how far off he could see a headlight.
Between Chatsworth and the bridge, on
account of depressions in the track,
there are positions where a head-
light on the bridge would be lost, and
others where it could not be seen. He doubted
if he could see it from Chatsworth. If there
was a big fire at the bridge he might see it
a mile westward. He did not see the fire
Wednesday night sooner because it was
dark, and a little later, perhaps by the
light. At the distance of 300 feet ahead he was
protruded by the bridge. The bridge was
about the distance he was looking at. The
bridge was aglow with fire on both sides
he might have seen the fire more than 300
feet ahead of it. In the condition the fire was in
he did not believe he could have seen it further
off. The fire was not a question of miles
only before run a passenger engine on
the Toledo, Peoria & Western, and that was
about three years ago. McClintock was a
passenger engineer and used to the manage-
ment of the Toledo, Peoria & Western, and
engine was equipped, while the first engine
was not, and that was the reason that Mc-
Clintock was not on the scene. The engine
was not used to the management of air-
brakes and was not understood. The
first engine was put on the train on account of
its power, strength and size. He thought the
train could have been stopped as easily
as though it comprised only one coach.
The light was not shining on the bridge
as above the bridge. All the light
he saw seemed to be on the south
side. In a moment he noticed that the bridge
was in embers, and the next he shut off
the steam, and the train came to a stop.
The bridge the engine seemed to sink down,
and he felt a shock and opened the throttle
clear out, which would cause the speed to be
suddenly increased if an obstruction was not
met with. Witness did not give any signal,
probably because he was "paralyzed." It
was about 200 feet ahead of the bridge that
witness and the fireman saw that it was
burning. The fireman exclaimed: "For
God's sake, stop!" and he sprang
down from his seat, shutting off steam as he
did so. Then he recovered himself and
opened the throttle, and the train went
on. On a down grade, going at the rate of
about 15 miles an hour, the train crossed
the bridge and went over it. The train could
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quarter of a mile if the air-brakes were applied
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the bridge and went over it. The train could
have been stopped inside of a
quarter of a mile if the air-brakes were applied
before the train reached the bridge. The
engine was not used to the management of air-
brakes and was not understood. The
first engine was put on the train on account of
its power, strength and size. He thought the
train could have been stopped as easily
as though it comprised only one coach.
The light was not shining on the bridge
as above the bridge. All the light
he saw seemed to be on the south
side. In a moment he noticed that the bridge
was in embers, and the next he shut off
the steam, and the train came to a stop.
The bridge the engine seemed to sink down,
and he felt a shock and opened the throttle
clear out, which would cause the speed to be
suddenly increased if an obstruction was not
met with. Witness did not give any signal,
probably because he was "paralyzed." It
was about 200 feet ahead of the bridge that
witness and the fireman saw that it was
burning. The fireman exclaimed: "For
God's sake, stop!" and he sprang
down from his seat, shutting off steam as he
did so. Then he recovered himself and
opened the throttle, and the train went
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